

### REMARKS

All 112 rejections are overcome by specifically listing the elements referred to. All prolixity is eliminated and specificity is gained.

Claim 24 when allowed by interview will have its fee paid when the actual Amendment is sent in by US. Mail.

All 102 and 103 rejections are overcome by the addition of the words "low friction" to the element recitation of "one bearing". As said in previous amendments the prior art does not suggest, nor teach nor exhibit the least motivation to use a "low friction" bearing in railroad trucks. Neither is there the suggestion, nor teaching, nor any motivation exhibited by the prior art to change trucks in the railyard, as so taught by the instant specification. All prior art truck changes occur in the shop with cranes lifting the railcars off the trucks.

Therefore, Claim 24 is allowable for the reasons stated immediately above. It doesn't matter what kind of bearing is used, if the device has jacks on it or not, etc.; the prior art simply does NOT change or separate trucks "in the railyard."

THE PRIOR ART CANNOT "separably support railcars in the railyard." It is entirely impossible. They can only do so in the shop. For all intents and purposes, the prior art trucks and cars are solidly connected outside of the shop.

Applicant traverses the rejections on "tension" : Prior art trucks are ALL placed in Compression. They use compression springs and the truck materials are compressed right down to the axle and wheels. The axle itself "may" be in tension, but nothing else is. There exists no teaching of a tension spring truck.

If no truck uses tension springs, only compression springs, then no prior art truck is in tension. Therefore, the instant teaching of a truck being placed into tension is novel. There is further NO motivation to make a tension spring truck as there is also no motivation to use low friction bearings nor motivation to teach changing trucks in the railyard.

As stated previously, lightweight trucks were designed once and proved too costly for the railroads to even care to buy. Thus, there exists no motivation

to design a tension truck out of lightweight aerospace type material. Clearly there is no such motivation for a lightweight, low-friction-bearing-using truck that is separable in the railyard.

Immediate allowance of all of the instant claims and the swift passing of the case to issue is respectfully requested.

The already-adjudged-allowable claims 4-5, 9, 11, 14-15 and 20 are still allowable as they do depend upon allowable independent claims.

All claims are patentably distinct and allowable with minimal changes. The only changes made are for the definiteness objections and to definitely bring the instant specification teaching clearly into the claims. The prior art does not read on the instant teaching; specification or claims.

Thus, the examiner is respectfully requested to allow all claims 1-24 and swiftly pass the case to issue.

Thank you. In propria persona, sui juris,

All Rights Reserved,

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For telephone interview, Call Applicant for time or date changes.

"I hereby certify that this correspondence is expected to be deposited with the United States Postal Service as first class mail in an envelope addressed to: Commissioner of Patents and Trademarks, Washington, D.C. 20231, on September 20, 2K3\_\_\_\_\_"

Name of Applicant, Assignee, or Registered Representative

\_\_\_\_\_  
George Teacherson

Signature \_\_\_\_\_

Date \_\_\_\_\_ September \_\_\_\_\_, 2K3\_\_\_\_\_